

# THE ILLUSTRATED LONDON NEWS

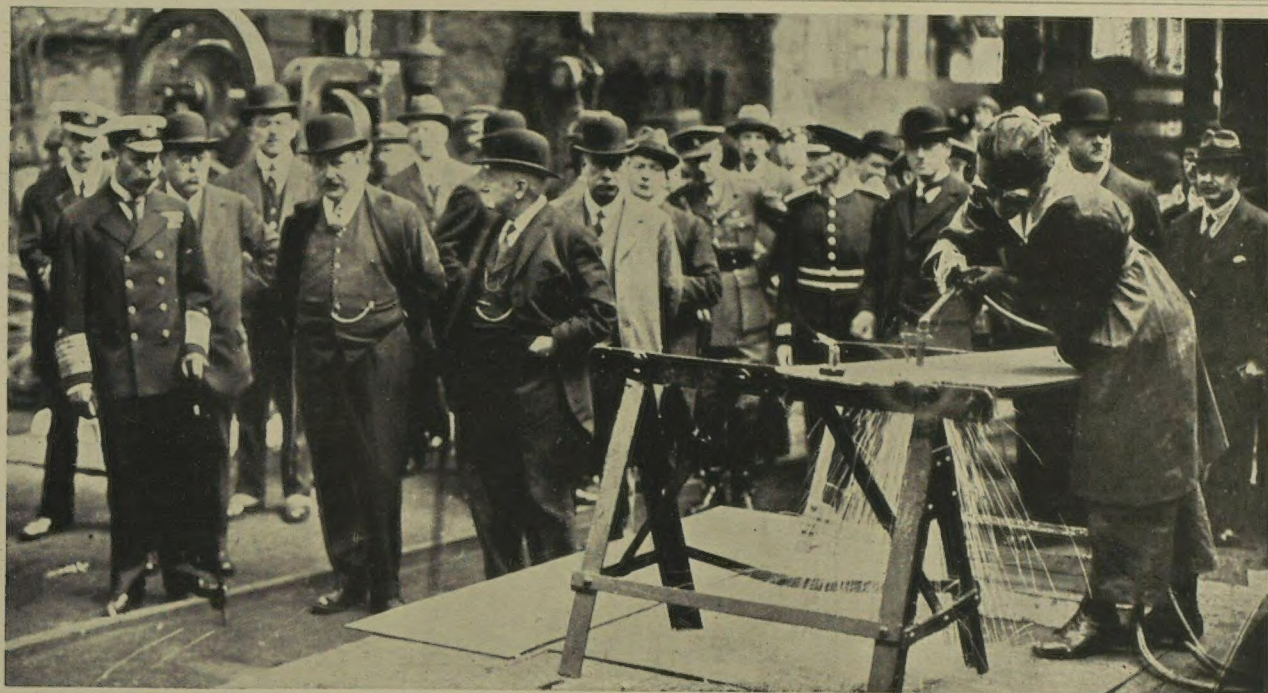
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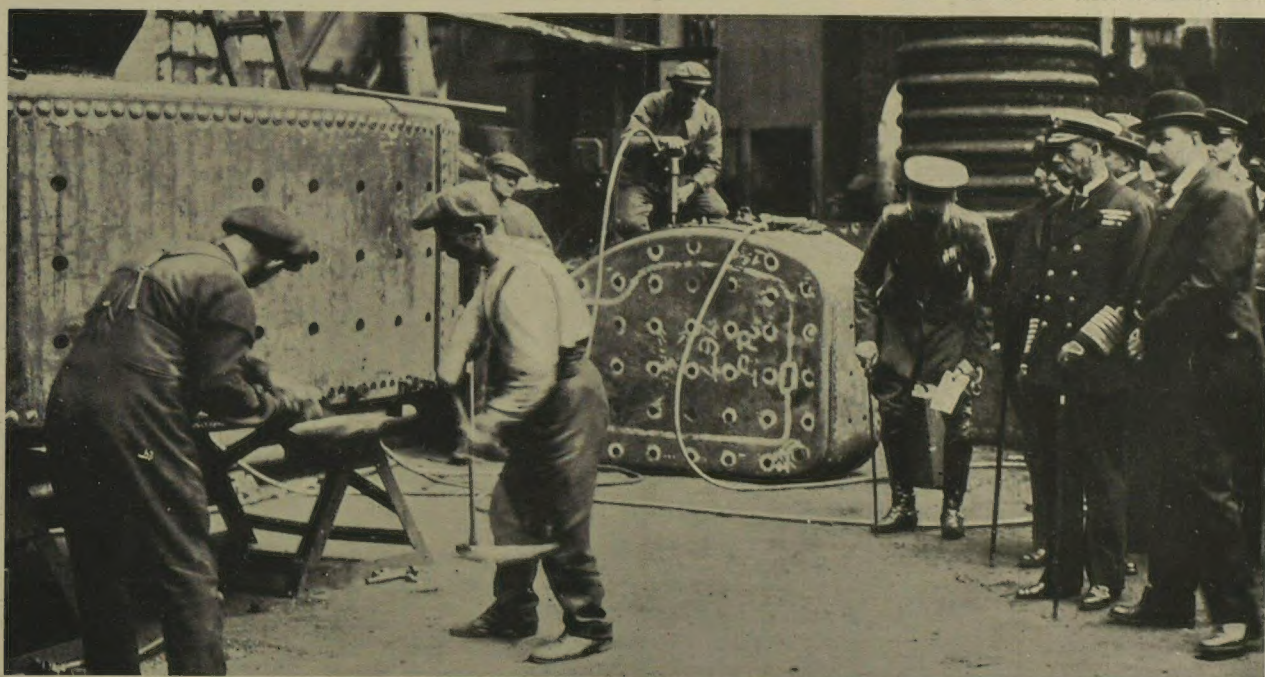
SATURDAY, SEPTEMBER 22, 1917.

SEVENPENCE.

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A WOMAN WORKING UNDER THE EYE OF THE KING: A GIRL PLATE-CUTTER USING A MIXED JET FLAME-CUTTER.



THE KING AMONG THE SHIPBUILDERS OF THE CLYDE: HIS MAJESTY WATCHING RIVETTERS AT WORK.

As mentioned on a later page in this number illustrating the subject, the King began his tour of the Clyde shipbuilding yards on Monday, September 17, with visits to Greenock and Port Glasgow. It was on this day that our photographs were taken. The work of the yards was not interrupted, but all the workers—men and women—greeted his

Majesty with great enthusiasm. At some of the yards there appeared to be more women than men employed. They were to be seen engaged in such tasks as cutting patterns, finishing moulds, holding on for rivetters, and even, in some cases, driving cranes. The King was much interested in their work. Lines of munition-girls cheered him heartily.

PHOTOGRAPHS BY SPORT AND GENERAL.





By G. K. CHESTERTON.

THROUGHOUT my early youth, which was passed in an uncongenial age and atmosphere of refinement and good sense, I obstinately maintained one obscure impression—that human life is not only dramatic, but melodramatic. I insisted that melodrama has not only the admitted advantage of being moral, but has the peculiar advantage of being very true to life. The view was regarded with contempt by the culture of that time, which specialised in the semitones and small touches of the scientific or psychological novel. I will register a belief, which recent facts have not only left unchanged but have very definitely reinforced, that human souls are much wilder, whiter, and blacker than the realistic school ever managed to realise; and that grey souls, like grey cats, are the exception rather than the rule. I have since spent much of my life in looking for the dull, colourless, commonplace man who constitutes (according to the realists) the great mass of mankind; and I have never been able to discover him.

To take a recent case, it is obvious that the Malcolm affair was a pure melodrama. It was precisely such a melodrama as we should consider at once stilted and extravagant on the stage. And it is idle to say that sensational journalism treated it melodramatically; the melodrama was in the mere facts, and in the quite undisputed facts. The actual figures, in their habit as they lived, seemed to be dressed up for the footlights. The hero was a soldier; the villain was a spy. One man was fighting for the flag, the other was plotting for the foreigner; the very scenery was that of the old Adelphi Theatre. I do not object if it be suggested that, in literature, the story would not only have been a melodrama, but a monotonous melodrama. I am willing to admit that, as a story, it would be not so much too sensational to read, as too dull to read. But I am quite sure that it was not so at all to experience.

And it is experience, and especially experience of the most realistic horrors of war, that has brought us back to the morality of melodrama. We said there were no villains and no heroes; and now the whole international tragedy turns on our amazement, sometimes our incredulous amazement, at the fact that there can be so many heroes—or so many villains. How have thousands of civilians become soldiers—how have thousands of soldiers become bandits? The old assumption of the approximate impossibility of war really rested on a similar assumption about the impossibility of evil—and especially of evil in high places. The criminal of the slums, with his heredity and environment, was the villain of realistic fiction. But the diplomatist of the melodrama, with his evening dress and his diamond ring, has been the villain of practical politics.

There is one vital point in which the melodrama is far more scientific than the problem play. There is one essential matter in which the penny dreadful or the shilling shocker is infinitely more realistic than the realistic novel. The point may be most simply stated as the pride of evil. Whether or no there be such a thing as an utterly unredeemed villain, it is quite certain that there is a kind of man who wishes to be thought an unredeemed villain, and probably wishes to be an unredeemed villain. All the mixed characters of more moderate and modern fiction

depend on the assumption that defects are merely defects. They assume that there is no such thing as a definite attraction of diabolism. In this they are certainly wrong, as any wide experience—and especially any warlike experience—was bound to prove. Whether or no there are devils, there most certainly are devil-worshippers. That is to say, there are people who seek steadily to rise in a hierarchy of horror and impiety—to take unholy orders and partake of



THE HEAD OF THE NEW FRENCH GOVERNMENT:  
M. PAINLEVÉ, PREMIER AND MINISTER OF WAR.  
*Photograph by Henri Manuel.*

accursed sacraments. Now the most singular truth to note about this type of man is that the old stale and stilted melodrama was almost invariably right

he is all alone. Now this convention is really very near the core of the truth; it is in a sense the whole point. The really wicked man is only possible because a positive pleasure in wickedness is possible. What was stiffly and crudely expressed by the stage-villain, with his lonely laugh, is only what was so much more artistically and imaginatively expressed in Stevenson's "Tale of Tod Lapraik," who danced like a teetotum on a lonely rock in the sea, in the hellish happiness he had gained at the price of his soul. There is such a spiritual situation, not conditioned by environment or coerced by external events; and the wooden conventions of stage villainy are but a traditional witness to it. It is equally true of those stock properties which appear in every parody or burlesque: the diamond ring, the shining shirt-front, or the luxurious cigarette. The Bad Baronet is the type of a truth: that this cold and conscious extreme of evil really is most likely to exist in the possessors of wealth and power. The more modern doubt about it is not an effect of charity, but simply of snobbery. It is hardly too much to say that we have ceased to believe in the Bad Baronet, not so much because we do not believe in badness as because we believe a great deal too much in baronets. But the great cause now being tried by ordeal of battle has at least, however partially or one-sidedly, corrected that servile illusion. Most of us have been forced to believe, not merely in the bad baronet, but in the bad emperor, the bad chancellor, the bad princes and envoys of a highly educated modern empire. We have been driven back on the discovery that a spy may open a window with a diamond ring as well as with a burglar's jemmy; that it is quite on the cards that there is a knave of diamonds as well as a knave of clubs.

But the dregs of this undemocratic delusion are still the gravest ingredient of our danger. This snobbish sentiment is the soul of all that offers itself as pacifism or humanitarianism at the present moment. With the stupendous facts of German war staring it in the face, the modern mind can still hardly believe that men so modern, so cultivated, and so successful can also be so immoral. They are not only living in a real melodrama, but they are still, in the middle of the fifth

act, performing the parts of the dupes and victims of the real villain of the melodrama. They are still so dazzled by the diamond ring that they cannot believe their own ears even when they overhear the soliloquy. For we have, in a real sense, overheard many German soliloquies. We have captured many German diaries, we have intercepted many private German communications, and they are full of parentheses which are precisely in the style of "Ha! Ha!" "A time will come!" Nor is there anything whatever to be said about these asides of the villain, except that they grow more villainous. The suggestions of Von Luxemburg are more cynical than the suggestions of Von Papen. They seem to mean, if they mean anything, that Germany (in dealing with Argentine shipping) should not only sink every ship, but take elaborate precautions to sink every sailor. It is no longer even a question of leaving men to their fate, but of ensuring that their fate

shall be death. And when, on the next occasion, the next German aristocrat is found suggesting that their fate should be to be boiled in oil, it will make no difference; and the humanitarians will continue to prove that Germany grows more and more humane.



THE PRIME MINISTER'S WELL-EARNED HOLIDAY: MR. LLOYD GEORGE GOLFING; WITH SIR GEORGE RIDDLELL (LEFT) AND HIS OWN SECRETARY, MR. SUTHERLAND.

Mr. Lloyd George has recently been resting from the cares of state, at his Welsh home at Criccieth. He described it as his "first real holiday" since the war began, and all will agree that he had thoroughly deserved it.—[Photograph by Illustrations Bureau.]

about him. It was right even in those derided details in which it seemed, in our youth, to be most absurdly wrong. For instance, it is an old joke against the old stage-villain that he says "Ha! Ha!" in a sardonic soliloquy—or, in other words, that he can laugh when

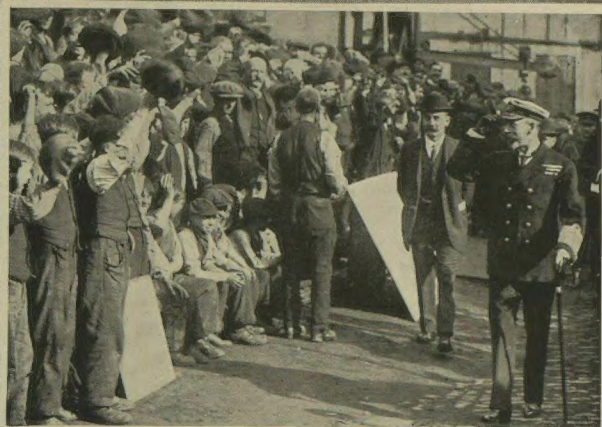


# THE KING ON THE CLYDE: FOOD- AND PATROL-SHIP MAKERS.

PHOTOGRAPHS SUPPLIED BY C.N.



AT A SHIPYARD: PASSING IN FRONT OF THE LINED-UP WOMEN-WORKERS.



AT A DOCKYARD COMPANY'S SHIPYARD: MEN AND LADS IN A WORKSHOP CHEERING THE KING.



AT A SHIPYARD: THE KING AND MARTHA ROXBURGH, AGED 14, THE YOUNGEST WORKER.



THE INSPECTION OF A U.S. PATROL-VESSEL IN DOCK: THE OFFICERS BEING PRESENTED.



AT A SHIPYARD: THE KING TALKING WITH A CRIPPLED SOLDIER, NOW ONE OF THE WORKMEN.



THE INSPECTION OF A U.S. PATROL-VESSEL IN DOCK: THE KING BEING TAKEN ROUND THE SHIP.



LAUNCHED WAR-TIME WAY: THE KING SEVERING THE RETAINING-CABLE CORD AT THE BOWS OF A PATROL-SHIP.

His Majesty opened his four-days' visit to shipbuilding yards in the West of Scotland by a tour of inspection on the first day to yards and workshops on the Clyde at Greenock and Port Glasgow. The royal visit differed from that paid to the districts along the Clyde a little time ago, in that on that occasion the King devoted his attention mainly to the works turning out naval vessels and machinery. This time the King came specially to go round works, and among the workers, engaged in turning out craft for the mercantile marine and their machinery, and also patrol-vessels. The tour was made

in a quite informal manner, the King walking through the yards and workshops while all kept on working, except for a few minutes off, when everybody collected somewhere or the other to cheer the King while passing. At places his Majesty spoke to some of the workers. A number of ex-soldiers, crippled in the war, employed in the Clyde yards, were presented; and with all the King shook hands and spoke cheery, hopeful words. Two special incidents were the launch by the King of a special vessel for war service and a visit of inspection to a U.S. patrol-ship which happened to be in dock.



## TROOPS OF AN ARMY OF 4,200,000 MEN ON A 406-MILE

ITALIAN OFFICIAL PHOTOGRAPHS; THAT

## FRONT: THE VICTORIOUS ITALIANS AND THEIR LEADER.

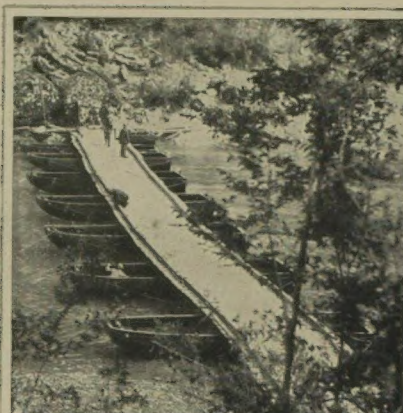
OF GENERAL CADORNA BY C.N.



ON THE ITALIAN FRONT: AN OBSERVATION-POST IN A TREE.



DURING THE ITALIAN ADVANCE IN AUGUST: AN IMPROVED TRENCH.



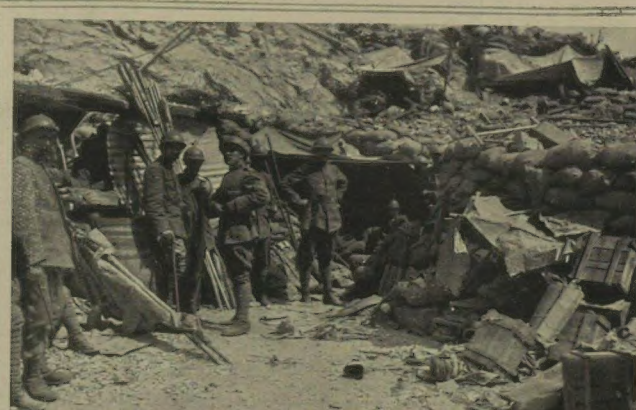
BUILT BY ITALIAN ENGINEERS: ONE OF THE BRIDGES THROWN ACROSS THE ISONZO.



AN INCIDENT OF THE GREAT ITALIAN OFFENSIVE: ITALIAN INFANTRY ATTACKING THE AUSTRIANS NEAR ANOVO.



IN THE ITALIAN TRENCHES ON THE JULIAN FRONT: A QUICK-FIRING MACHINE-GUN POST.



AT THE FOOT OF MONTE HERMADA DURING THE OFFENSIVE: ITALIAN TROOPS IN A DOLINA (SMALL VALLEY).



ADVANCING TO ATTACK THE AUSTRIANS NEAR ANOVO: ITALIAN INFANTRY IN ACTION DURING THE VICTORIOUS OFFENSIVE OF AUGUST.



THE GREAT LEADER WHO PLANNED AND EXECUTED THE VICTORIOUS ITALIAN OFFENSIVE: GENERAL CADORNA, IN HIS OFFICE AT THE FRONT.

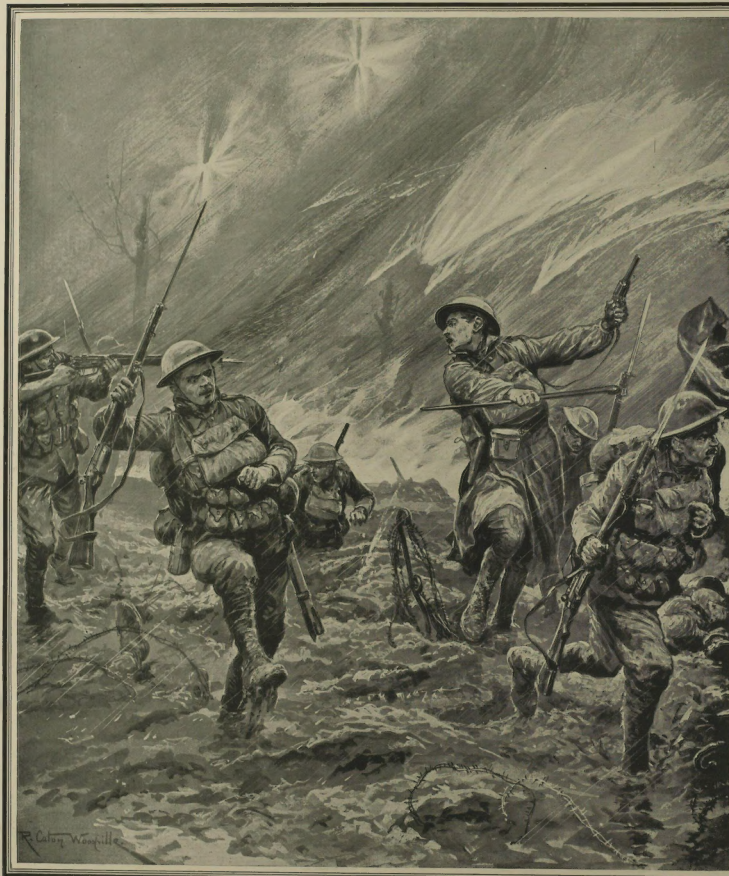
Since their triumphant offensive in August, when they captured over 30,000 Austrian prisoners, the Italians have strongly held and consolidated their new line. On September 4 they carried Monte San Gabriele, and on the 15th they took a further 417 prisoners on the Bainsizza Plateau. British gunners and British monitors were proud to share in the great victory of August, and King Victor, it may be recalled, said in a message to King George: "The Italian Army in its advance is happy to hear by land and sea the thunder of British artillery amid the sound of its own guns—a clear manifestation of that close brotherhood of arms which exists wherever there are soldiers of the two countries." General Cadorna was reported to have said after the battle: "The country may rest assured of our final success," and to have declared that the imminent and decisive victory

of Italy means the turning-point of the whole war. The Italian Minister of War, General Giardino, stated recently to Reuter's representative in Rome: "Our front, which measures 406 miles, is about equal to those of the French, British, and Belgian Armies combined [that is, in France and Flanders]. . . . To give an idea of the effort achieved by Italy, it must be remembered that she has more than doubled her Army Corps, her divisions of infantry, with all their accompanying services, has organised a powerful siege artillery, and created special types of artillery, which now number hundreds of batteries. . . . As a whole, our Army since the beginning of the war has been trebled. . . . Italy has mobilised 26 classes, that is to say, over 4,200,000 men, who have been almost entirely employed as fighting units."



## ORDEAL BY FIRE, AND BY WATER: BRITISH TROOPS

DRAWN BY R. CATON WOODVILLE FROM

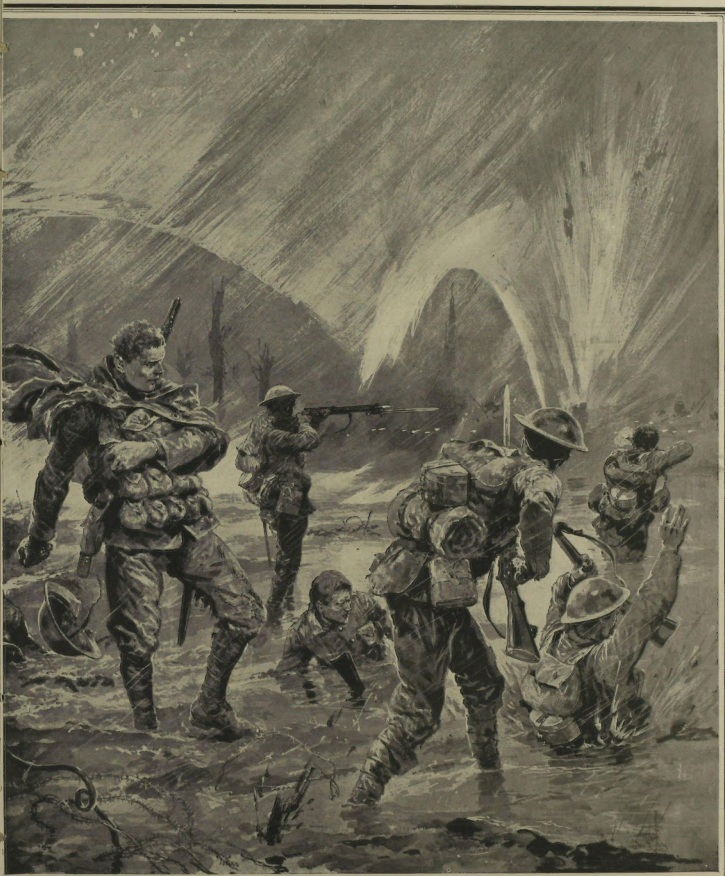


## A GERMAN LIQUID-FIRE ATTACK AGAINST BRITISH TROOPS: A SCENE

The use of liquid fire, it will not be forgotten, was one of the amenities which Germany is proud of having introduced into modern war, and which the Allies, in self-defence, have been compelled to imitate. Both the British Army and the French are now duly equipped for repaying the enemy in his own coin. The German flame-projecting machine is known as *flammenwerfer*, and a new type of apparatus, called, from its shape, the "ble-bell" flame-thruster, has recently made its appearance. A specimen was captured by the Canadians at Lens. "The liquid fire does not seep," says an eye-witness: "it seems to come over in several isolated streams. It will burn for quite a time on the ground, and lights up the surroundings with a pale-yellow glare. If the

## SUSTAINING AN ATTACK BY GERMAN FLAMMENWERFER.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



## ON A NO-MAN'S-LAND QUAGMIRE ON THE WESTERN FRONT.

fire strikes men, they roll in the mud. During the bad weather, when the ground is in a swampy condition, progress in an advance is of necessity extremely slow. It is curious to watch a man from a distance as he moves forward. He looks as though he were dancing, but it is only that he is trying to pull his feet out of the treacherous clay, in which his boots often remain. Shell-holes on such ground are seldom seen, being full of liquid mud; generally a man first discovers one by falling into it. The whole country of No Man's Land is simply one quagmire, and a 'charge' takes place at a speed of about one and a-half miles an hour, as it is necessary to probe for almost every step."—[Drawing Copyrighted in the United States and Canada.]



# HIDDEN BY REFUGEES: BURIED TREASURE AT THE FRONT.

PHOTOGRAPHS NOS. 2 AND 3 SUPPLIED BY CANADIAN WAR RECORDS.



IN A RECAPTURED VILLAGE NEAR ST. QUENTIN: FRENCH SOLDIERS RECOVERING MONEY BURIED WHEN THE GERMANS CAME.



IN THE RUINS OF SOUCHEZ: CANADIANS DIGGING UNDER DIRECTION OF THE MAYOR AND MEMBERS OF THE MUNICIPALITY.



IN THE RUINS OF SOUCHEZ: A "FIND" OF A BOX OF MONEY DURING THE CANADIAN DIGGING OPERATIONS—THE MAYOR AND A MUNICIPAL COUNCILLOR INSPECTING THE CONTENTS OF THE BOX.

The burying of valuables in war-time by the inhabitants of districts on the approach of an enemy is a usage as old as war itself. Money and jewels buried in England, for instance, in the times of the Wars of the Roses, or during the Great Civil War, in the neighbourhood of old battlefields have often been unearthed since, as old newspapers record. The date and presumptive intentions of those who hid the valuables is indicated by the dates on the coins and the methods adopted for concealment. The original owners either did not survive, or, if they returned, failed to find their *cache*. Abroad, similar "finds"

have often been reported, in Germany especially: treasures buried during the many internecine wars of the Middle Ages. Shortly before the present war, a Saxon peasant unearthed a big hoard of coins in jars near an ancient cottage ruin, the coins dating from the Thirty-Years'-War period. In many places in Northern France the inhabitants of towns and villages three years ago, when about to flee before the German invaders, buried their money, bonds, and jewellery. In the reconquered districts, a constant digging in the ruins of former dwellings is ever being carried on, as shown here.



# A RESTORATION THAT FAILED: TWELVE-DAYS MONARCHY IN CHINA.



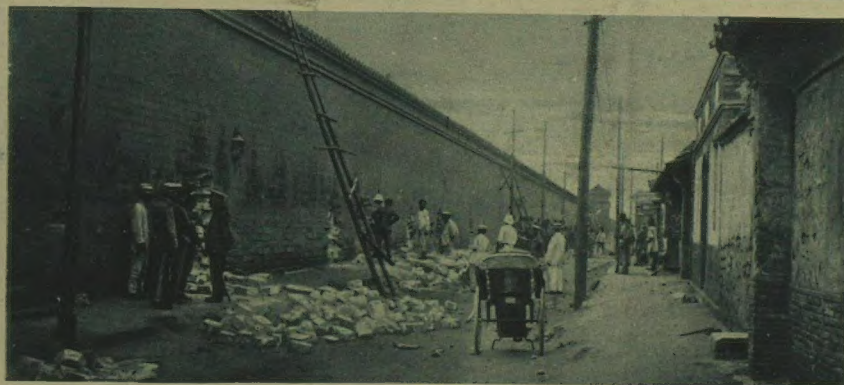
HOISTED DURING CHANG HSUN'S ATTEMPT TO RESTORE THE YOUNG CHINESE EMPEROR: THE IMPERIAL FLAG AT THE COMMERCIAL MUSEUM IN PEKING.



AFTER THE DEFEAT OF CHANG HSUN BY THE CHINESE REPUBLICAN FORCES: THE RUINS OF HIS HOUSE, WHICH THEY SET ON FIRE.



PROVIDED WITH GERMAN ARMS: SOLDIERS OF GENERAL CHANG HSUN'S ARMY GUARDING A GATE OF THE IMPERIAL PALACE AT PEKING DURING HIS ATTEMPT TO RESTORE THE CHINESE MONARCHY.



WHERE REPUBLICAN TROOPS FORCED THEIR ENTRY: BREACHES IN THE WALL OF THE IMPERIAL PALACE AT PEKING, OPPOSITE CHANG HSUN'S HOUSE.



CHANG HSUN'S HARBOUR OF REFUGE AFTER HIS DEFEAT: THE DUTCH LEGATION IN PEKING.

Just before China declared war against Germany and Austria, it will be recalled, an abortive attempt was made by General Chang Hsun to restore the Monarchy. He marched to Peking, occupied the Palace, and placed the young Emperor, Hsuan Tung, on the throne; but within a fortnight the Republican forces captured the Palace, once more dethroned the Emperor, and re-established the Republic. "The Restoration," writes M. André Dubosq, "lasted only twelve days. On July 12, the Republican troops . . . attacked the city and entered the Temple of Heaven, where Chang Hsun's troops were

quartered (and where already an aeroplane had dropped three bombs), killed or captured them, and then marched to Chang Hsun's house at the back of the imperial city. Chang Hsun defended himself for a time and then fled, in a German motor-car, to the Dutch Legation. The Republican troops set his house on fire. . . . Such was the inglorious end of this *coup de main*, in which Germany had not been unconcerned. The declaration of war of August 14 consummated her moral defeat and the ruin of her economic position in China."



## A GREAT NAVAL SCHOOL ENLARGED TO RELIEVE OSBORNE:

PHOTOGRAPHS BY



AT THE ROYAL NAVAL COLLEGE, DARTMOUTH: SERVICE SAILING-CUTTER INSTRUCTION.



RECREATION FOR NAVAL CADETS AT DARTMOUTH: EXERCISING THE BEAGLES.



IN THE ELECTRICAL LABORATORY AT DARTMOUTH COLLEGE: A CLASS AT WORK.



AN ESSENTIAL ITEM IN A NAVAL OFFICER'S TRAINING: THE SWIMMING BATH AT DARTMOUTH.



WHERE THE CADETS CAN KEEP IN TOUCH WITH NEWS AND LITERATURE: A GUN-ROOM AT DARTMOUTH COLLEGE.



ACQUIRING THE HABITS OF PERSONAL NEATNESS IN THE NAVY: A DORMITORY AT DARTMOUTH COLLEGE.

## THE MAKING OF BRITISH NAVAL OFFICERS AT DARTMOUTH.

SPORT AND GENERAL.



THE SCHOOL GAMES SIDE OF DARTMOUTH COLLEGE LIFE: CRICKET-NET PRACTICE.



PHYSICAL TRAINING AT DARTMOUTH COLLEGE: CADETS IN THE GYMNASIUM.



"FLAG-WAGGING": A GROUP OF DARTMOUTH COLLEGE CADETS ENGAGED IN SIGNALLING.



THE CATERING AT DARTMOUTH COLLEGE: CADETS IN THE DINING HALL GALLERY.



NEATNESS OBSERVED IN THE NAVY: DARTMOUTH COLLEGE.



OBJECT-LESSONS IN THE NAVY'S HISTORIC PAST: DARTMOUTH CADETS EXAMINING A MODEL OF AN OLD MASTED SHIP.

The British Navy has been justly called "the finest profession in the world," and the efficiency and moral that makes this proud claim possible may be largely ascribed to the years of careful training which go to the making of a British Naval Officer. The distribution of Naval Cadets between the Royal Naval Colleges at Osborne and Dartmouth has been for some time under consideration. Owing to an epidemic which occurred at Osborne, the Admiralty appointed a committee last spring to inquire into the hygienic conditions there. It was reported on September 3 that structural improvements recommended by the committee were being carried out, and also that it had been decided to reduce the number of Naval Cadets at Osborne from 500 to 300, thus relieving the congestion there. At the same time it was stated that the total number of Cadets to be entered for the Navy would not be reduced, as more would now be accommodated at Dartmouth College, where additional buildings for the purpose have been constructed. The

new wing at Dartmouth will give room for about 250 Cadets. It was at one time suggested that Osborne might be closed altogether, and the remaining Cadets placed at Keyham, but this plan has apparently been abandoned. During August an official undertaking was given in Parliament that Osborne House would not be closed until the House of Commons had been able to discuss the subject. With regard to the scheme of training for Naval Cadets, which came into force in 1905, "The Public Schools Year-Book" gives the following particulars, compiled before the recent changes were made: "The College Course is made up of five terms at Osborne, followed by two years at Dartmouth. . . . Both Colleges are run as Naval Establishments, each being under the command of a Captain. Each 'term' of Cadets is in charge of a Naval Lieutenant." Further photographs, illustrating the engineering side of Dartmouth College, are given on a succeeding page.

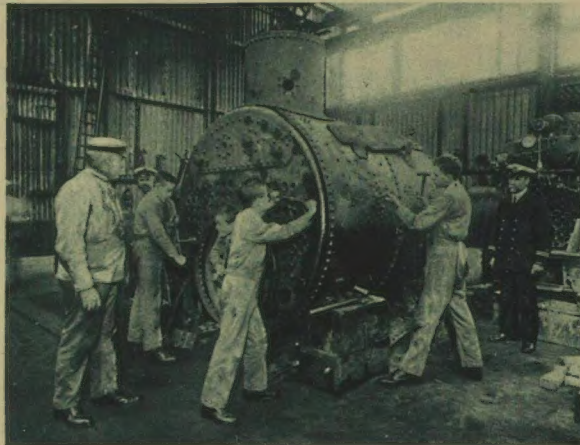


# RELIEVING OSBORNE: DARTMOUTH COLLEGE—ENGINEERING.

PHOTOGRAPHS BY SPORT AND GENERAL.



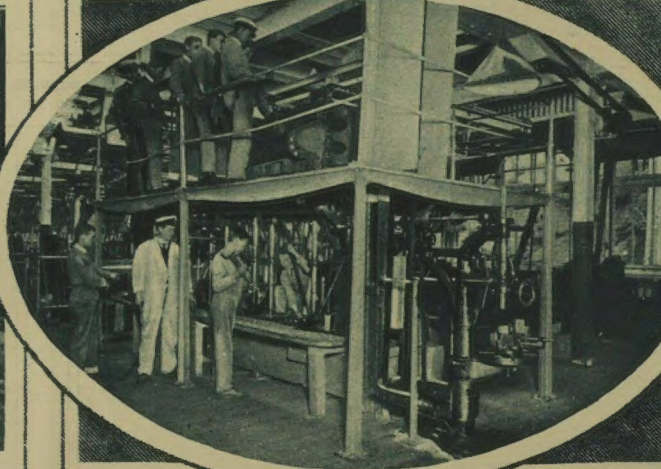
PLYING HAMMER ON ANVIL: THE SMITH'S SHOP AT SANDQUAY WORKSHOPS, DARTMOUTH COLLEGE.



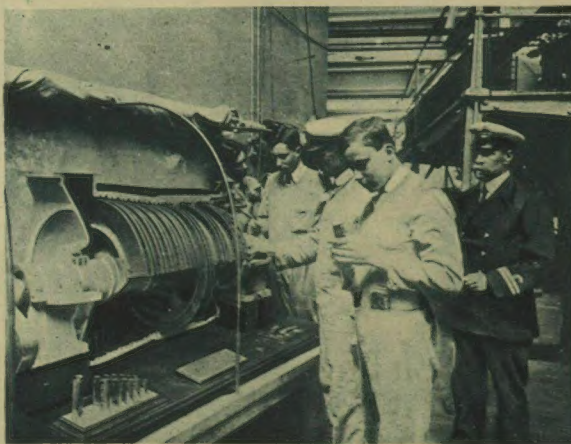
ENGINEERING INSTRUCTION FOR DARTMOUTH COLLEGE CADETS: THE BOILER-SMITH'S SHOP, SANDQUAY WORKSHOPS.



IN THE SANDQUAY WORKSHOPS AT DARTMOUTH COLLEGE: NAVAL CADETS IN THE FOUNDRY.



WHERE DARTMOUTH CADETS ACQUIRE A PRACTICAL KNOWLEDGE OF ENGINEERING: THE MACHINE-SHOP—A GENERAL VIEW.



A CORNER OF THE MACHINE-SHOP IN THE SANDQUAY WORKSHOPS: A MODEL OF A BROWN-CURTIS TURBINE.



CLEANING-UP AFTER A SPELL OF PRACTICAL LESSONS IN ENGINEERING: THE WASH-PLACE IN THE SANDQUAY WORKSHOPS.

As mentioned on our double-page illustrating the life of Naval Cadets at Dartmouth College, that establishment has recently been enlarged to accommodate some 250 more Cadets, and thus relieve the state of congestion at Osborne. The above photographs deal exclusively with the engineering side of work at Dartmouth. To turn again to "The Public Schools Year-Book," already quoted, we read: "At both Colleges there are extensive workshops under the management of Naval Engineers who are responsible

for the teaching of Engineering. . . . At the end of his College course, the Cadet takes a 'Passing-Out' Examination. . . . The Cadet then proceeds to one or other of two training cruisers where his education is continued at sea for two further terms, on more definitely professional lines. The teaching given in the cruisers includes Seamanship, Navigation, Applied Mechanics, Engineering, Applied Electricity, Gunnery, and Torpedo." One of the cruisers is seen in a photograph on the double-page.



# EGYPT AND ARABIA: THE HOLY "CARPET" AND THE NEW HEDJAZ FLAG.

PHOTOGRAPHS BY TOPICAL.



PREPARATIONS FOR THE NEXT ANNUAL PILGRIMAGE TO MECCA:—WEAVERS OF THE HOLY "CARPET" IN CAIRO SHOWING IT TO VISITORS (BAREHEADED IN DEFERENCE TO ITS VERY SACRED CHARACTER).



THE ANCIENT ANNUAL FESTIVAL OF THE HIGH NILE ("CUTTING OF THE KHALIG"): THE CEREMONIAL BARGE, WITH THE GOVERNOR OF CAIRO'S SALOON.



FLYING OVER HIS NEWLY ESTABLISHED DIPLOMATIC AGENCY IN CAIRO: THE FLAG OF THE KING OF HEDJAZ—AN OBJECT OF HISTORIC SIGNIFICANCE.

The King of Hedjaz recently issued a decree that the flag of the Arabian Hashimite Government (i.e., the Government of the King of Hedjaz) should be designed in three parallel blocks of colour, in the order of black, green, and white, together with a triangular portion in dark red embracing the other three. The black commemorates the Prophet's flag, "Al-'Ukab," which the distinguished companions of the Prophet were privileged to carry in the campaigns. The Abbasid dynasty also chose black, and is always known by that colour. The green, which comes between the black and white,

has been for ages the distinguishing colour of the Prophet's line. White has also been used as a badge by the Arabs on many occasions. The triangular portion in red, embracing these three Moslem colours, is a colour used by the reigning family in Hedjaz since the days of their ancestor, Abu-Nami. The new standard has thus been designed to commemorate all the epochs of Arabian independence. According to information received, it is to be flown throughout Hedjaz on the anniversary of the proclamation of Arabian Independence by the King of Hedjaz, or, as he was then, the Shereef of Mecca.



## A REVOLT THAT FAILED: MADRID RIOTERS DISPERSED BY CAVALRY.

PHOTOGRAPHS BY TRAMPUS.



"THE GUARDIA CIVIL AND TROOPS DISPLAYED ADMIRABLE COURAGE AND RESTRAINT": CAVALRY CLEARING THE STREETS OF MADRID—A SCENE IN THE CALLE DE EMBAJADORES.



"STRIKERS THROG THE STREETS AND SQUARES IN GROUPS": AN ANIMATED SCENE IN THE PASEO ALBERTO AGUILERA, MADRID, DURING THE RECENT DISTURBANCES.

The recent attempt of political agitators in Spain to stir up revolt in connection with the general strike failed, largely owing to the firm action of the Government and the sensible conduct of the people as a whole. For a time, however, there was a good deal of disorder in Madrid and other cities. Martial law was proclaimed in the capital on August 13, and the Government decided to call up the First Army Reserve. Writing on the same date, a "Times" correspondent in Madrid said: "Strikers throng the

streets and squares in groups, their attitude being peaceful, but they are being continually moved on." Another account (dated August 19) in the "Morning Post," said: "The Guardia Civil (mounted constabulary) and troops displayed admirable courage and restraint, and deserve the thanks and the respect of the nation." In the "Times" of September 15 a correspondent writes: "Order has been restored throughout the country, except for a few local strikes, but martial law is still in force and the military authorities still control the Press."



## SHIPPING THE LAND-SHIPS: HOISTING TANKS ABOARD FOR TRANSPORT.

DRAWN BY CHARLES PEARS.



HOW BRITISH TANKS ARE SHIPPED FOR FOREIGN SERVICE: A "HAMMER-HEAD" CRANE HOISTING ONE ON BOARD A STEAMER FOR TRANSPORT TO FRANCE.

Many of our readers, perhaps, have wondered how the ponderous Tanks are embarked and carried overseas for service abroad. Our artist's drawing supplies the answer to the question. The Tanks themselves are to some extent "amphibious," for they can negotiate ground that is under water. Thus, Mr. H. Perry Robinson writes from France: "I spent a large part of yesterday with another correspondent in a Tank, helping in the salvage of a crippled sister Tank, . . . and, both being under their

own steam, the crippled ship got safely into port. It was an interesting ride, for, after the stretch of shell-ploughed ground we had to cross the Ypres Canal. . . . It is an amazing fact that a Tank can now unconcernedly tow another Tank across it by the newly made causeways in broad daylight. . . . At a bit of swampy land the monsters became amphibious, and churned their way through mud and water with as little trouble as a dogcart on macadam."—[Drawing Copyrighted in the United States and Canada.]





ON BOARD A "LAND-SHIP" IN ACTION: THE INTERIOR OF A FRENCH TANK—GUNNERS IN THE CENTRE, AND TWO MACHINE-GUNNERS ON THE RIGHT.

The exterior of Tanks has often been illustrated, but the interior of one in action will probably be new to our readers. This particular Tank belongs to the French Artillerie d'Assaut. Describing a trip inside a British Tank, Mr. H. Perry Robinson writes: "It has immensely increased my admiration for them and for the men who go down in them to battle. For a summer outing a man might reasonably prefer a caravan, for they are not luxuriously appointed. But the manageability of the great beasts is wonderful." Of the two machine-gunners seen on the right in the drawing, one, it may be noted, is firing forward, and the other laterally.

FROM THE DRAWING BY J. SIMONT. COPYRIGHTED IN THE UNITED STATES AND CANADA



## RUSSIAN FIGHTING-MEN: HARD HITTERS IN GALICIA.

PHOTOGRAPHS SUPPLIED BY C.N.



AT THE ACTION AT DZIKE-LANI, IN THE TARNOPOL DISTRICT OF GALICIA: A SIBERIAN REGIMENT CHARGING ACROSS THE SHELL-PITTED GROUND.



THE ATTACK ON THE GERMAN POSITION AT DZIKE-LANI: GERMAN PRISONERS FILING BACK THROUGH THE RUSSIAN TRENCHES.



A TRIO AMONG MANY HEROES IN THE BATTLE: CAPTAIN REGOV, A WOUNDED OFFICER (LEFT); SOLDIERS WITH CAPTURED AUTOMATIC RIFLES.

"I bid you, so far from despairing of Russia," said Mr. Lloyd George in his recent speech at Birkenhead, during his Eisteddfod visit to Wales, "to look forward with hope to her recovery and to the great part she will take before this war is over in emancipating the world from the menace of Prussian Militarism." Our illustrations of Russian soldiers of the revolutionary army, in action and defeating the enemy, give point to the Prime Minister's words. They help to show us that at the present moment, in spite of

defections, there are plenty of excellent troops in the Russian armies. The action to which the illustrations above, and others in the present issue, refer took place since the Revolution, in the successful July offensive in Galicia. It resulted in the capture of a fortified German position at DziŹke-Lani, south of Tarnopol, with prisoners and guns. Men of a Siberian regiment are seen in the first illustration, and some of their prisoners in the second. The third illustration shows three gallant Russians.



## RUSSIAN FIGHTING-MEN: HARD HITTERS IN GALICIA.

PHOTOGRAPH SUPPLIED BY C.N.



A REGIMENT STORMS A GERMAN TRENCH: A COMPANY IN SUPPORT WITH ITS CHIEF, CAPT. GLOUSCHKOFF (STANDING IN ADVANCE), KILLED LATER.

The series of victorious battles in Galicia during the first fortnight of July showed that the bulk of the Russian Army is sound at heart and set on achieving victory in the field. In the fortnight over which General Korniloff's operations lasted, the Eighth Army of the south-western group took, it was officially stated, 834 officers and 35,809 men prisoners, 93 guns (many heavy), 403 machine-guns, 73 trench-mortars, air-torpedo

throwers, and liquid-fire engines, 2 aeroplanes, and an immense quantity of stores and engineering equipment. Then, unfortunately, bad weather and floods checked the operations; and during the enforced time of inactivity which followed, it would appear that disaffection set in. The result was that the next move forward broke down, and trouble ensued, with desertions in some hitherto invincible regiments.





## SCIENCE JOTTINGS.

## THE PRO-GERMAN ELEMENTS.

UNDOUBTEDLY the most powerful of all the pro-German factors this year has been the weather. The recent rains have seriously hampered our movements on the Western Front, and have no less seriously damaged our prospects of a good harvest. Agriculture and horticulture have alike suffered. The latter not only from wind and rain, but also from swarms of insect pests, many of which I have already referred to in this column.

The very material damage we have suffered from caterpillars is due largely to the extreme severity of the latter part of last winter, which wrought havoc among our insect-eating birds, even as far west as Ireland. Some measure of the mortality occasioned by the great snowstorm of Jan. 26 may be gathered from an account of the storm recently published by Mr. C. B. Moffat, an Irish naturalist of repute. He tells us that in Co. Wexford alone five resident species were exterminated, while another was reduced to a twentieth part of its former numbers. The immediate effects of this storm were most obvious over a broad belt crossing Ireland from N.E. to S.W., including East Mayo, Roscommon, King's County, Kildare, Wicklow, Carlow, Wexford, Kilkenny, South Tipperary, Waterford, and West Cork. The rest of the country was at the same time severely frost-bound; though to such birds as made a timely retreat, there was a large area on either side of the snow-belt offering at least a chance of survival. This chance, however, must have been very seriously reduced by the increased competition for such food as was to be found, between the refugees and the residents already in possession. For three weeks this mantle of snow covered the ground, averaging a depth of fifteen inches, and this sealing up of all food-supplies was preceded by many weeks of severe frost.

The thrushes and blackbirds began to feel the pinch during December. Starving hosts of the former, both of the British and the Continental forms, then lined the roadsides. But the hardier blackbird managed to hold its own till the snow fell; then it, too, died in hundreds, while the thrushes had altogether vanished.

The stone chat, golden-crested wren, long-tailed titmouse, grey-wagtail, and meadow-pipit seem to have been swept utterly away, though there is comfort in the reflection that the gaps thus made will be filled sooner or later by immigrants from Great Britain. But it will be long before their numbers are restored; since the resident population

## SCIENCE &amp; NATURAL HISTORY



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.

seems to have exceeded the numbers of the overseas migrants. That is to say, in Ireland, as in Great Britain, while these birds are with us the year round, forming a resident population, a certain number leave us in the autumn for more southern



THE ITALIAN CROSSING OF THE ISONZO: LOWERING A PONTOON TO THE WATER.—[Italian Official Photograph.]

lands, to return to breed in the spring. The majority thus migrate, but why any should go when some can contrive to find a living with us during



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13th CENTURY).

the winter is a mystery awaiting solution.

It will, however, probably be long before the golden-crested wren is met with in its former plenty in Ireland, for the migrant members of this species have always been small. It will be interesting to note whether such as arrived this spring, to enter into undisputed possession of all coveted breeding spots, will leave again in the autumn or elect to remain to form a new resident population.

The destruction of the resident meadow-pipits may react next year on the farmer and gardener. For in Ireland, this bird is one of the chief dupes of the cuckoo; every female of this very charming but very immoral bird requiring the nest of from five to eight pairs of pipits. Since these must this year have been by no means easy to secure, other dupes will have been found, and these will similarly be of species seriously reduced in numbers by the severity of the winter. Of these victims the offspring will, of necessity, have been sacrificed, so that the depletion of the summer on top of that of the winter will diminish the number of insect-eating birds breeding in Ireland next year to a considerable extent. If this leads later to a decrease in the number of cuckoos, the mischief will be still further increased, for the cuckoo is the only bird capable of feeding upon the hairy kinds of caterpillars.

The jay, the dipper, and the coal titmouse are represented by races peculiar to Ireland; and these survived the trying winter with apparent ease, for they seem to have suffered no diminution in numbers. This, Mr. Moffat suggests, is to be attributed to their more perfect adaptability to the vagaries of the climate of their native land. Curiously enough, the existence of these three quite distinct races has

been recognised by ornithologists only within the last few years. The first to be recorded was the coal titmouse, which was discovered by Captain Collingwood Ingram. The possibilities of this event being recognised, a careful scrutiny of the birds of Ireland was made, with the result that the jay and the dipper were also found to differ conspicuously from their congeners in Great Britain and the Continent.

These three, however, are not the only species which survived the winter unharmed, for no falling off in numbers has been noticed in the case of the robin, hedge-sparrow, wren, blue titmouse, tree-creeper, and crossbill. This survival on the part of the crossbill one would have expected, but that the others should have passed this trying ordeal so successfully is certainly surprising.—W. P. PYCRAFT



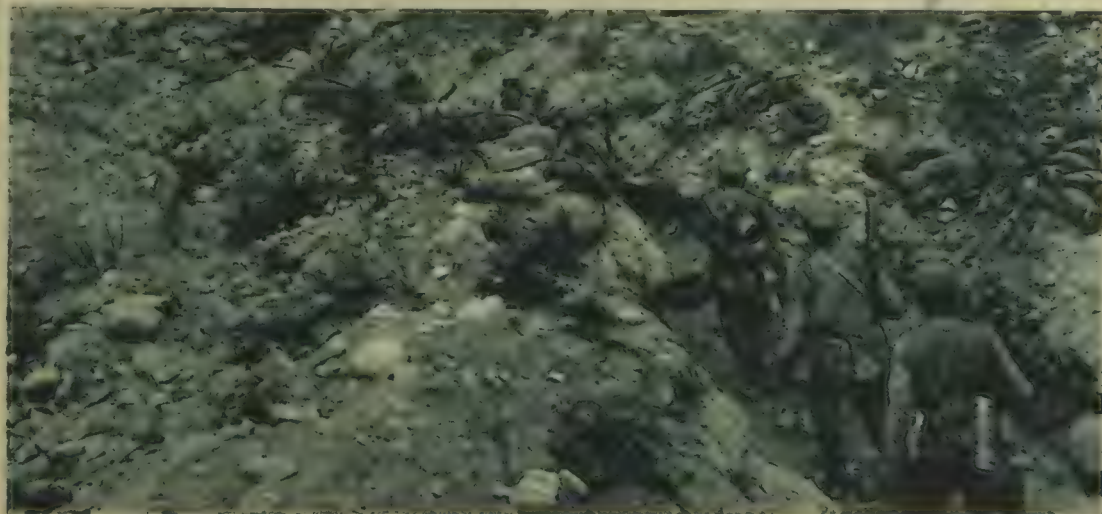
THE ITALIAN CROSSING OF THE ISONZO: PONTOONS USED FOR A BRIDGE.

On the right are sandbags placed to lessen the force of the current.—[Italian Official Photograph.]



## RUSSIAN FIGHTING-MEN: HARD HITTERS IN GALICIA.

PHOTOGRAPHS SUPPLIED BY C.N.



DURING THE STORMING OF THE GERMAN LINES ALONG THE CREST OF DZIHA LANI, GALICIA: RESERVES FOLLOWING UP ALONG A CAPTURED COMMUNICATION-TRENCH.



ON ONE SECTION OF THE RUSSIAN FRONTAL ATTACK: MEN LEAVING THE TRENCHES TO CHARGE FORWARD OVER OPEN GROUND ON THE ORDER TO ADVANCE.



AFTER THE DAY HAD BEEN WON: IN A CAPTURED GERMAN FIFTH-LINE TRENCH, WOUNDED AND RESTING VICTORS.

In the Galician battles, and notably in the opening engagement at Dziha Lani in the Tarnopol district, regiments recruited from all parts of Russia distinguished themselves by their intrepidity. They attacked along the steep hillsides leading up to the German main positions along the crest. Those stationed in the trenches on the level at the foot of the first rise of ground left their cover at the order, "Up and over," and, crossing the fire-swept zone, went forward without hesitation. Elsewhere, other troops, after carrying the enemy's lower set of first-line trenches, pressed on ahead uphill along captured

communication-trenches to storm the next of the German trench-lines. Those, in turn, were taken, guns and prisoners falling into the hands of the victorious Russians. So the battle went on until the German fifth line was captured, a photograph of part of which forms the third illustration on this page. The wounded man seen in the foreground crawling to an ambulance station with a badly injured leg, had just before been bandaged in First Aid fashion by the Russian war-correspondent Dr. Grondys, who took the photographs of the battle that we publish.



## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, LAIR, DOVER STREET STUDIOS, ELLIOTT AND FRY, HEREFORD, AND LANGFIRE.



CAPTAIN JOHN S. LAYCOCK,  
Canadian Highlanders. Son of Mrs.  
Laycock, Duncroon House, Toronto.  
Killed in action.



2ND LIEUT. CYRIL M. COOK,  
Worcester Regt. Son of Mr.  
J. W. Cook, Normanhurst,  
Dudley. Killed in action.



CAPTAIN A. L. HARRIS,  
Loyal North Lancashire Regt.  
Killed in action while leading  
his company.



CAPTAIN NOEL E. LEE,  
K. R. Rifle Corps. Son of late  
Brig.-Gen. Noel Lee, V.D., D.L.,  
and of Mrs. Noel Lee, Ormesby.



2ND LIEUT. PATRICK G. JENKINS  
Cameron Highlanders. Son of Mr.  
and Mrs. James G. Jenkins, Airedale,  
Cambuslang, Lanark.



CAPT. JOHN C. TURN-  
BULL,  
Welsh Regt. Son of Mr. and  
Mrs. Lewis Turnbull, Rais-  
dale, Penarth, Glamorgan.



BRIG.-GEN. MALCOLM  
PEAKE, C.M.G.,  
Royal Artillery. Son of Mr.  
Frederic Peake, Burrough-  
on-the-Hill, Leicestershire.



CAPTAIN JOHN H.  
PRITCHARD,  
Hcn. Artillery Co. Previously  
wounded in March 1915.  
Now killed in action.



MAJOR STEWART  
HUGH JOSEPH,  
Royal Engineers.  
Son of Mr. Henry  
Hope Joseph, of  
Belgrave Road, S.W.  
Officially reported  
died of wounds.



LT.-COL. RICHARD  
CHESTER-MASTER  
D.S.O.,  
King's Royal Rifles.  
Son of Mr. Thomas  
William Chester-  
Master, The Abbey,  
Cirencester.



CAPT. EDGAR W. SUSSEX, M.C.,  
Cameronians. Son of Mr. William  
Sussex, of Moretonhampstead, Devon-  
shire. Killed in action.



MAJOR D. LE FOER TRENCH, D.S.O., M.C.,  
R.F.A. Son of Colonel and Mrs. Stewart Trench, Hans  
Mansions, S.W., and grandson of Sir Alfred Hickman, Bt.  
Mentioned four times in despatches



MAJOR CHESTER W. TODD,  
D.S.O.,  
R.F.A. Son of late Mr. W. A. Todd,  
J.P., and of Mrs. Todd, Clifton.



CAPT. CLAUDE D. HEMPSON,  
D.S.O.,  
Suffolk Regt. Killed in action. Was  
awarded the D.S.O. in February 1917.



2ND LT. R. K. MATHESON,  
R.F.C. One of three sons of  
Mr. and Mrs. Alex. P. Matheson,  
Ardarun, and Littlehampton.



LT. A. P. MATHESON,  
A.S.C. Acting Flight-Com., R.F.C.  
Son of Mr. and Mrs. Matheson,  
brother of 2nd Lt. R. Matheson.



CAPT. IAN K. MATHESON,  
Seaforth Highlanders. Brother of  
2nd Lt. R. and Lt. A. P. Matheson,  
and son of Mr. and Mrs. Matheson.



2ND LIEUT. OSWALD C. H.  
OSMASTON, M.C.,  
Royal Engineers. Son of Mr. B. B.  
Osmaston, I.F.S., India.



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## LADIES' PAGE.

SO the iron fretwork Grill has actually gone from the front of the Ladies' Gallery in the House of Commons! As Galileo said of the world: "And yet it does move!" Such opposition and foolish talk as there has been for years about taking away the cage-like frontage of the only part of the House to which women are admitted; and now, suddenly, the thing is done! One piece of the Grill is to be deposited as a curio in the London Museum. In most of the legislative assemblies of the world, ladies and gentlemen visitors to the debates sit together in an open-fronted public gallery, and in course of time, no doubt, the Strangers' Gallery here will be made available in the same way. The Ladies' Gallery, even without the harem-like concealing frontage, is very inconvenient. Being placed above and behind the Speaker's Chair, the Leaders of the House, when speaking, present the backs of their heads to the Gallery, and can only be seen imperfectly, even by the ladies in the first two rows; and those in the back rows of the over-steep little box-like gallery cannot see, and therefore, can hardly hear, those orators of mark at all.

Even this dull, ill-placed perch, however, was considered a great concession to women, and was refused again and again. The Hon. Grantley Berkeley, M.P., used to offer periodically and in vain a resolution to the House that some arrangements should be made for ladies to hear the debates; and in 1836 he actually got a Committee appointed to plan a gallery in the then rebuilding of the Houses of Parliament; but Lord John Russell, as Leader of the House, so strongly opposed it on Supply that the House revoked its assent. A party of ladies then presented their champion with a piece of silver plate—a graceful female figure bearing a basket of flowers—and ultimately, the harem-like grill-fronted gallery was arranged.

Before that, if a lady particularly desired to hear the speeches on any special occasion, she used to be smuggled into the small ventilator chamber in the roof. Thence Mrs. Elizabeth Fry listened to the debates on prison reform, and Mrs. Gladstone and Mrs. Disraeli heard their respective husbands' early speeches. An incident that helped in securing a ladies' gallery was that Mr. Maurice O'Connell, having arranged for his wife to be in this pitch-dark and constricted hole to hear him, rushed up as soon as he had finished, and seizing in his arms the lady he felt there, asked her: "Well, darling, what did you think of my speech?" But he speedily found that he had a larger armful than he had anticipated, and that he had mortally affronted the then Dowager-Duchess of Richmond. Mr. Grantley Berkeley tells why some Members really objected to a ladies' gallery. They declared in the House, these elderly legislators, that their attention would be fatally distracted by their excitement at the presence of ladies. But privately, he says, his friends reproached him, as a married man

himself, for trying to make it possible for their wives to come into the House to see for themselves if their husbands were really on the benches when they were supposed to be so engaged. To which Mr. Berkeley replied by pointing



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"LIBERTY" AND—ECONOMY.

This simple but characteristically graceful model (No. 9), is made in wool-crépe, trimmed with velvet ribbon.

out that Members could still assert that they were busily engaged in study in the library, "and so, old boy, you may do 'em yet!" Ingenious and politic!

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It is well worth while, however, to pay a personal visit to the Regent Street establishment, if possible, for the beauty of the fabrics and dyes of "Liberty" weaves can only be appreciated by seeing the goods themselves. Every accessory of dress is to be obtained, too, all in equally good taste. Scarves, fichus, and collars, of silk, lace, muslin, or crêpe, are as distinctive and artistic as are the evening cloaks, the hats, and other larger portions of our sartorial equipment. The present ideas of fashion—the loosely fitted corsets and folded and rather full skirts—are particularly suited for the soft and graceful "Liberty" materials. Then a little of the tasteful embroidery which is as great a specialty here as the woven materials—for Messrs. Liberty have trained up a staff of perfect needle-artists—can be added, and a gown will be possessed which will be free from any fault of over-elaboration in line or excess of colour, and yet will be a thing of beauty and an added grace to the most attractive wearer. There is also a fully stocked and excellent department for children, to whom the dainty designs and refined colours of "Liberty" make are particularly suitable.

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To Cure  
or Prevent  
**SORE THROAT**



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### "The Germ-Killing Throat Tablet."

IF the germs that cause Sore Throat had eyes and brains, they would shrink in terror from the very sight of Formamint Tablets!

For they would realise that every one of these tablets—dissolved in the human mouth—will infallibly kill thousands upon thousands of them in less than half an hour.

But germs, as everybody knows, are only low forms of plant life—so inconceivably minute that you can only see them through a microscope—yet so powerful and abundant that they slay hundreds of thousands every year, and cause an unthinkable amount of pain and illness.

### How Formamint Shields You from Infection

Continue for a moment to think of the common sore throat germs—the "staphylococcus" and "streptococcus"—as if they had conscious life and intelligence.

Imagine them lurking, so to speak, in their trenches and funk-holes—the tiny pits and crevices in the soft membrane that lines your mouth and throat. There they have the warmth and moisture necessary to their growth; given certain other conditions they will multiply rapidly and so infect your blood with the poisonous "toxins" which result from that process. Hence the swelling and inflammation symptomatic of Sore Throat.

Now envisage what happens when you suck a Formamint Tablet. Under the action of your saliva it releases a powerful germicide—"nascent formaldehyde"—which is really a kind of germ-killing gas, infinitely more effective than mere formalin, possessing none of the latter's drawbacks, and totally harmless to human tissues.

Furthermore, it promotes an abundant flow of saliva, which it also impregnates with the same antiseptic properties: so the germs are caught, as it were, by a double bombardment—an all-searching gas attack and a flood of death-dealing liquid. Thus your whole mouth-cavity is quickly transformed from a hotbed of germ-growth into a lethal chamber from which no escape is possible.

We have used a highly-coloured metaphor to bring these things vividly to your imagination; but remember that nevertheless they are real scientific facts, and that the value of the Formamint method has been proved beyond dispute.

### Buy Formamint To-day

Test that method for yourself by trying Formamint next time you have a Sore Throat, and note how rapid and thorough its healing action is. Note, too, that its preventive action is equally effective—not only in local germ ailments like Sore Throat, Tonsillitis, and the Catarrh caused by colds, but also in a host of infectious diseases,

such as the insidious Influenza, Diphtheria, Scarlet Fever, Measles, Mumps, &c., and some forms of Tuberculosis.

Ask your Chemist to-day for a bottle of the genuine original Formamint, price 2/2, and see that it bears our address, as there are some substitutes actually labelled Formamint!

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Chairman: LADY MACKWORTH, 12, CHENIES ST., LONDON, W.C. 1

Note: To protect you from substitution, Formamint will later on be given a new name, which will be announced shortly.



## THE PLAYHOUSES.

## "THE YELLOW TICKET," AT THE PLAYHOUSE.

THIS new production is old-fashioned drama of the Sardou type, and it deals with an old-fashioned Russia: the Russia of pogroms and brutal police and corrupt bureaucrats and the march of chained prisoners to Siberia—a Russia that has ceased to exist save in the theatre. Nevertheless, it was favourably received on its production at the Playhouse—mainly, perhaps, because Russia is very much in our thoughts just now, and we can appreciate better, even in a melodramatic picture of them such as Mr. Michael Morton gives us, the odious features of the régime from which she has escaped; partly because the author's dialogue and situations are neatly worked, and the situations are developed from a detail of former Russian police surveillance (the pass given to the woman of easy morals) which has not so far been exploited melodramatically. Mr. Morton's Jewish heroine accepts this stigma of viciousness, avails herself of this "yellow ticket" which puts her at the mercy of the police, because it gives her one advantage—that of being able to move freely about the country, and it is her passionate desire to visit her dying father. With a good woman thus branded and hunted by spies, with a young English journalist taking an interest in her and falling in love, with a cigarette-smoking and villainous chief of police luring her to danger so that, to save her honour, she is driven to stabbing him dead with a hat-pin, we are given all the materials for a lurid and thrilling story. Mr. Morton, then, has done his part in providing an exciting entertainment, reminiscent as it is of "Fosca," "Mr. Wu," *et hoc genus*; and he leaves the rest to his leading actress, Miss Gladys Cooper, who up to now has never had so exacting and strenuous a rôle. Though hardly a Bernhardt or even a Bernard Beere, Miss Cooper displays no little pathos and intensity; but it would not be true to say that she rises to all her opportunities or carries her audience off their feet. She has brilliant support from Mr. Aynesworth, Mr. Wontner, and Mr. Valentine, all three of whom act for all they are worth.

## "THE BOY," AT THE ADELPHI.

Old fogies who can remember the joy they had, when John Clayton was alive, and Arthur Cecil and Mrs. John Wood were allies in the humours of "The Magistrate," may, if they find themselves at the Adelphi and see "The Boy," resent the conversion of a good thing into something less good, as they will doubtless regard the change. But if Sir Arthur Pinero



ON THE WESTERN FRONT: A SHELL-HOLE IN A WALL AS ENTRANCE TO THE OFFICERS' MESS OF A NEW ZEALAND HOWITZER BATTERY.—[New Zealand Government Official Photograph.]



ON THE WESTERN FRONT: A GUN-EMPLACEMENT OF A NEW ZEALAND HOWITZER BATTERY. New Zealand Government Official Photograph.

does not mind the drollest of his farces being re-fashioned into a musical comedy, and the details which he skimmed over lightly being emphasised by means of beauty choruses and the like, any concern on his behalf is superfluous in other persons. And really, putting apart the comparisons which memory provokes, "The Boy," as Mr. Fred Thompson has shaped it and Messrs. Monckton and Talbot have musicked it, makes quite a good sample of musical comedy. Its story, at any rate, is a complete story; its ditties and musical-comedy apparatus do not get in the way of the plot; the songs given to Mr. Peter Gawthorne and Miss Nellie Taylor are distinctly attractive; and the general interpretation is brisk and bright. Mr. W. H. Berry's magistrate may not be Arthur Cecil's, but the actor is enormously and legitimately funny without stepping out of the character; Mr. George Elton's old clerk raises a laugh at his every appearance; Miss Maisie Gay is unsparing of herself as the magistrate's wife; Mr. Donald Calthrop is at home in the character of the boy who is not allowed to grow up; and Miss Billie Carleton proves the most fascinating of flappers. So that, no matter what the fogies may say, "The Boy" is an assured success.

No war has ever been illustrated as has the greatest of all wars, and future students of our history will be faced by an almost overwhelming abundance of photographs and drawings, as well as of written descriptions. They will

be forced to discriminate. One volume that will certainly attract them is "Sir Douglas Haig's Great Push: The Battle of the Somme" (Hutchinson), published by arrangement with the War Office. It is further titled as "A popular, pictorial, and authoritative work on one of the great battles in history, illustrated by about 700 wonderful official photographs and cinematograph films and other authentic pictures." The letterpress begins with an introductory chapter summarising the chief events of the war up to the end of June 1916, and the remaining chapters describe the Battle of the Somme in detail. On the human side, the most marvellous thing about these photographs is the unfailing cheerfulness of the men amid scenes of havoc and destruction, which for them meant also constant danger of wounds and death. In itself the book is a splendid tribute to the heroism of our soldiers.

By a slip of the pen, Riga was described on page 294 in the Issue of Sept. 15 as the capital of Lithuania, instead of the Russian province of Livonia.

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No. 3.

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HOWEVER bad the road, the B.S.A. Spring Fork absorbs the shocks and ensures comfortable riding. Its efficiency is giving the utmost satisfaction on the shell-torn roads of France, and the tracks through desert and forest of German East Africa. In pre-war days—in the Tourist Trophy races and other events where phenomenal speeds were attained on ordinary roads—the B.S.A. Spring Fork proved wonderfully successful.



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How little salt one *does* use at table; it is worth while getting the best—

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In 4d., 7½d. and 1½ Tins.

## SIX DAYS ADRIFT IN THE NORTH SEA!

Supreme test of the concentrated food value of

# HORLICK'S

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Dear Sirs,—As a member of the Royal Naval Air Service it will interest you to know that I recently proved the extreme value of your Malted Milk Tablets. In a flight over the North Sea on May 24th, 1917, the machine developed engine trouble and the pilot was compelled to descend, and we were left for six days adrift. To make matters worse the sea-plane capsized, and on the first day my companion lost a Thermos Flask filled with hot cocoa. From that time until we were picked up on the afternoon of May 30th (the sixth day) my companion and myself had no other form of nourishment but your Malted Milk Tablets contained in one of your well-known Ration Tins, except a ship's candle which we found in some drifting wreckage.

I feel, therefore, that we absolutely owe our lives to the contents of your invaluable Ration Tin, and I have the greatest pleasure in informing you of these facts, and express my gratitude for so compact a Ration Tin containing so much nutriment. You are at liberty to use this letter in any way you like, and with my renewed thanks.

Yours truly (signed), R.N.A.S.

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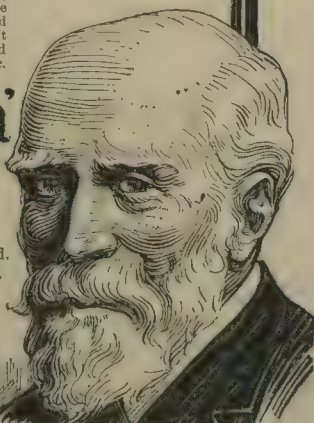
**S**PECIAL food for the brain and nerves of advanced or middle age, putting no strain on the digestion, and restoring some of the vital energy of younger days, is furnished by 'Bynogen.' This is a unique combination of pure milk-protein, the glycerophosphates of soda, lime and magnesia, and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

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Virginia Cigarettes.

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These exceptionally fine Virginia Cigarettes owe their distinctive flavour and great popularity to the Matured Old Belt and Eastern Carolina leaf used in their manufacture. They are the best **VALUE** ever offered at the price.

Turf "DERBY"—  
a slightly smaller  
Cigarette—of the  
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"DERBY"**  
Cigarettes  
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*Delta*

**O**N the 3rd August, the price of Delta all-leather shoes for women rose to 21/-, but, for a few weeks longer, 4/3 a pair can be saved by buying Delta with cloth quarters, like the shoe illustrated here.

These remain at 16/9, and are extraordinary value.

For, except in the quarters, where cloth is practically as good as leather, there is no difference between the 21/- and

the 16/9 shoes. Both are equally suitable for wear on cold and wet days through the autumn and winter.

One or more shops, in every town and district throughout the Kingdom, sell Delta, and always at the prices branded in plain figures on the soles.

Lotus Ltd., Stafford  
Makers of Lotus and  
Delta Shoes.  
Agents everywhere



180—16/9

For the brand on  
the sole, with a lot die  
before the shoes leave  
the factory



## NEW NOVELS.

**"Mr. Teddy."** Mr. E. F. Benson can write neatly, on occasion, of the backwaters of life. He throws a dust-sheet over the Dodds and the Kits of his first fancy, and brings forward the ordinary people. He has so fine and real an appreciation of courage and chivalry, and square dealing between men and women, that his examination of country neighbours is no more petty than Cranford was petty. He does not forget that the little people are not little to themselves—probably not, either, in the vast scheme of things, where their significance may be seen in a proportion that would astonish the leaders of Society he once drew for us, those lively Marchionesses and smart, restless women living consciously on the top of their world. Besides, in the village of "Mr. Teddy" (Fisher Unwin) there existed a real novelist; and Mr. Teddy painted pictures. The countryside knew very well that neither novelists nor painters grow on every bush. For the rest, the book is a gentle story of the middle-aged man who thought he could mate with youth, and found out his mistake, as youth found it out, too, in time to prevent disaster. With this—subsidiary, but the most striking bit of characterisation in the novel—is the study of the two sisters together, the one who succeeds to the reversion of Mr. Teddy that is her due, and the gruff little novelist who puts up so gallant a fight with the great enemy. "Mr. Teddy" is a bracing sort of book, though its action takes place in a quiet and humdrum neighbourhood.

**"Nocturne."** In the darkness of London by night, the leisure hours of such young women as Jenny and Emmy begin; and Mr. Frank Swinnerton, who has devoted his talent to exploring, with the most minute and careful detail, about six hours of their existence

in a novel of moderate length, has left nothing vital to them untold. "Nocturne" (Martin Secker) is an achievement. It suffers inevitably from the weakness incidental to plays in one act, the compression of its action within cramping limits; but at the same time, it is astonishing how little Mr. Swinnerton has really been hampered by his difficulties. Indeed, they only get the better of him in Alf's conversion from love of Jenny to acceptance of

the common clay, and the love of Keith, who was a man of finer fibre. All this takes place in a wonderful setting of night, in the joggling, homeward tram, in the kitchen at Kennington over the gas-stove, in the excursion of Alf and Emmy to the theatre, and in Jenny's magical visit to Keith on board his owner's yacht. Jenny, who is the central figure, is a London girl to her finger-tips, with the humour and philosophy, the deep heart, the quick aspirations of her breed. "Nocturne" is a fine performance, and Mr. Swinnerton may be properly proud of it.



ON THE WESTERN FRONT: WHERE CARS OF THE NEW ZEALAND SUPPLY COLUMN ARE REPAIRED.  
New Zealand Government Official Photograph.

Emmy. He would have us believe that Alf's decision was final. There we must remain sceptical. There is trouble in store for a woman of Emmy's temperament. . . . The story encloses, all in the narrow compass of those six hours, the mutual affection and jealousy of Emmy and Jenny, sisters of the working class in their little home at Kennington; the helplessness of Pa, wreck of a man who had lived his life too well; the love of Alf, who was of

was not) inferior in birth to him, and Marjion renounces her widely claim—which can be done, apparently, in Scotland—when she believes that she will be unable to bear him a son and heir. This may have been very fine of Marjion; but the matter is open to dispute on ethical grounds. The intriguing peculiarities of the Scottish marriage law are a capital peg to hang a love-story on, and Mrs. Steel has made spirited use of her material.

**"Marmaduke."** Far away from the shocks and stress of the world-war, the story of "Marmaduke" (Heinemann) is conducted by Mrs. F. A. Steel through many scenes of action to its appointed end. There have been other wars—and other ways of war—and so she gives us a swift passage through the Tragedy of the Crimea, and the combination of blunders and heroism that marked its record. For the rest, the book is a romance of the early Victorians—a people who believed in caste, who were limited in vision but mighty in achievement, whose ideal of womanhood was self-abnegation and effacement, and who yet succeeded in producing a Florence Nightingale and in begetting the twentieth century. Marmaduke himself is a splendid figure of a Highland officer, and though we think Mrs. Steel intended rather more than that, his outward comeliness remains, to us, the beginning and the end of him. He makes a Scotch marriage with Marjion Paul, who appeared to be (but

## URODONAL

Renews Youth.



## LIFE'S WEAR AND TEAR.

The human body is a delicate and complicated machine, whose regular functioning depends chiefly upon the regular circulation of the blood through the intricate maze of blood vessels, the motive force being provided by the heart.

Unfortunately, the human machine, like any other machine, suffers from wear and tear, so that the waste products so produced obstruct the free circulation of the blood. Circulation is more difficult on account of the blood being rendered viscous, and also because the vessels become hardened by the impurities deposited, and transformed into the semblance of "clay-piping." The normal channels of elimination of these poisons also become gradually less adequate to their functions. Lastly, the heart itself fails.

It is therefore necessary to keep the blood in a perfect state of purity and fluidity, to regulate arterial tension, and to eliminate the poisons that are liable to clog the vessels. These are precisely the effects obtained by the regular use of URODONAL, which is recommended by Prof. Lancelotti, late President of the Paris Académie de Médecine.

URODONAL not only dissolves and eliminates uric acid, but also the poisons, which are even more dangerous. It stimulates the kidney functions, accelerates circulation, and removes deposits from the tissues and joints. Unlike salicylates, iodides, and colchicum, URODONAL is absolutely harmless, this being a rare virtue in so powerful an agent.

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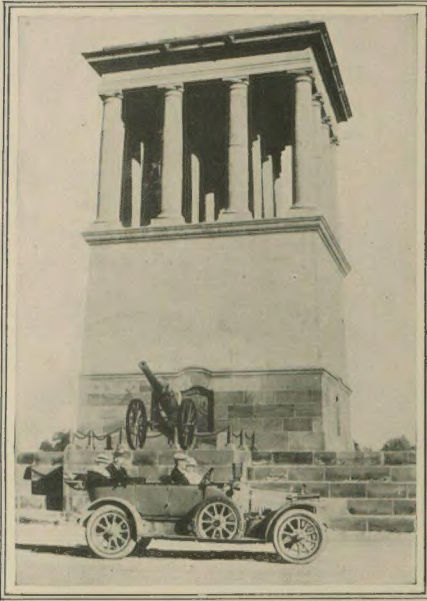
# SEEGEROL FOR GREY HAIR



## THE CHRONICLE OF THE CAR.

Trade After  
the War.

Already we are able to note significant signs which, to some small extent, enable us to visualise the changes which will take place in our methods of business after the



A SUNBEAM IN SOUTH AFRICA: A POPULAR CAR AND A FAMOUS MONUMENT.

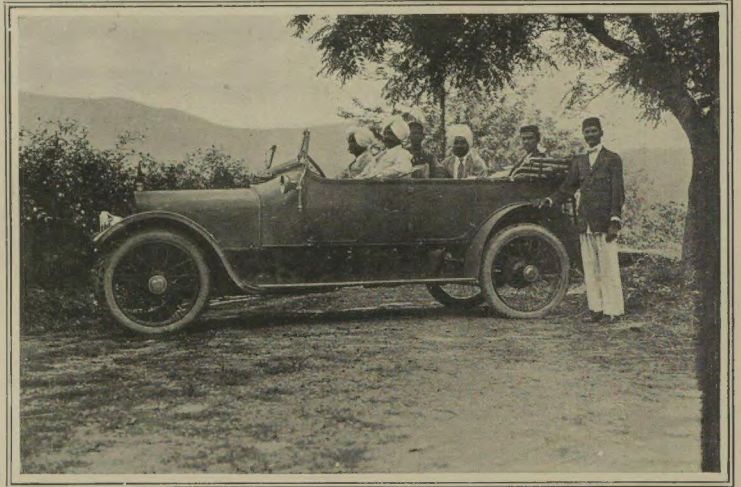
The monument in the shadow of which this 16-h.p. Sunbeam car is standing was erected in Kimberley to the memory of the men who fell during its long siege—one of the heroic episodes in the Boer War. At the base is the "Long Cecil," a gun made in the town during the siege, and named after Cecil Rhodes.

war. It is evidently accepted in industrial circles that this country is not going back to the era of unrestricted imports, and that, in the future, Great Britain will be a tariff-protected country. It may be that the polite fiction will obtain that the tariffs are imposed for the purpose of raising revenue, but that scarcely matters, since the main

point is that the imported manufactured product will have to pay a substantial customs duty to secure admission. More than one foreign car-manufacturing concern is making its arrangements ahead. First, we had the Ford Company, with its plans for the erection of big factories on the South Coast and in Ireland. Now a prominent French firm, that of Charron, is busy negotiating for the construction of its cars in England; and there are reports going the rounds that others are contemplating the same line of action. Of course, it does not lie within my province to discuss the fiscal aspect of the question; but I may, perhaps, be permitted to say that the prospect opened up by the establishment of these foreign concerns over here is bound to be to the good of the motor-car industry in particular, and to that of the whole country in general. To touch upon the specific first, there are several French and Italian makes which we could ill spare for the excellence of their design, cars which have become almost universal favourites among British motorists, and deservedly so, and which we do not want to see shut out from the British market. By the same token, there were certain cars also which hailed from enemy countries, and which had attained almost an equal vogue; but one can reflect with thankfulness that they were neither so numerous nor so super-excellent in their characteristics that we cannot do without them all. As a matter of fact, the best German cars were remarkable for their robustness rather than for those niceties of design which made the Italian product popular, nor did they possess the refinement of the French car of the same class. They were simply good cars and dependable—and we can make all the cars we want up to that specification. As to the general aspect of the immigration of foreign manufacturing firms, this also is to be welcomed, since it implies more work for the British mechanic, more capital invested in the country, and a greater volume of trade done at home and overseas.

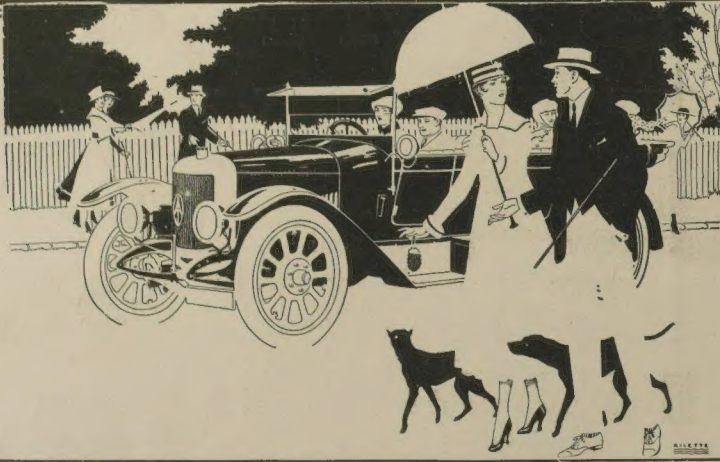
Death of  
a Pioneer.

One of the real pioneers of motoring passed away the other day in the person of Mr. John Henry Knight, who in 1895 constructed the first two-seated, internal-combustion-engined motor-car built in England. The actual car now reposes in the museum of the R.A.C. As early as 1869 Mr. Knight built a steam-carriage, which he used for more than two years on the roads adjacent to his home at Farnham. Three years later, he invented a steam-generator for his carriage, which embodied identical principles to those which afterwards were so successful in the Serpollet steam-car. This "boiler" of Mr. Knight's was probably the first "flash" generator which was a practical success. In consequence of the archaic legislation of those days, he was unable to take advantage of the invention, which would have ante-dated the successful steam-car by nearly thirty years, and it was laid aside. His petrol car of 1895 was quite successful, though it was the means of bringing him into conflict with the police authorities of Surrey, who prosecuted him for driving at a greater speed than four miles an hour, driving a locomotive on the highway without a licence, and for not having a man carrying a red flag preceding the vehicle. And that was only two-and-twenty years ago!—W. W.



THE UBIQUITOUS WOLSELEY: IN INDIA.

Our photograph shows a 20-25-h.p. Wolseley car supplied to Ch. Digamber Singh, of Donga State, Dehra Dun, by the Wolseley Motors Company, Ltd., whose London depot is in York Street, Westminster.



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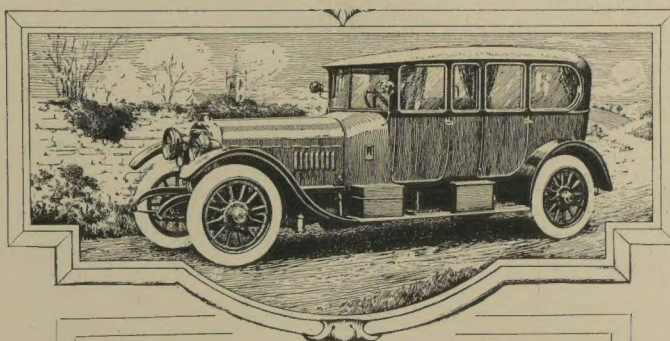
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## LITERATURE.

**Lady Poore's Recollections.** The charm that belongs to the record of a happy life is associated with Lady Poore's autobiography, "An Admiral's Wife in the Making" (Smith, Elder). The authoress is transparently honest, and puts before the reader without reticence or reservation the orthodox and intensely respectable Victorian world of her childhood. A daughter of Dr. Graves, Bishop of Limerick, she was born to enjoy the freedom of a select but limited circle. The arrival into her life of Lieut. Poore, in the early 'eighties, was a little disconcerting to her family. "He was," says his wife, "undeniably a detrimental." The term is used in the Pickwickian or Victorian sense, and means that, although an officer in the Senior Service, he had not the possessions or the prospects upon which a prudent Bishop looks with approval. However, Miss Graves's devotion, and her fiancé's sterling merits, won the day; and in 1885 "my father had given his consent to our being definitely and publicly engaged." "But," added the Bishop, "there must be no talk of marriage." Soon after, even this prohibition had been withdrawn; her husband became commander of the royal yacht *Victoria and Albert*; and doubtless all questions of status were settled by the appointment. Lady Poore's book is a chronicle of small matters, and the interest is often of the slightest to all save her immediate circle; but the good spirits, the kindness, and the old-fashioned flavour will command an audience. The strides that the world has made in thirty years are brought to the reader's mind again and again in the course of a narrative that ends, all too soon, with the year 1903. Consciously or unconsciously, Lady Poore has given us glimpses of an England that stands as remote from the mind and temper of the present day as China from Peru.

**Sea Trout.** The late Mr. Hamish Stuart was one of the most successful pursuers of game-fish. From time to time he contributed highly interesting papers to some of our leading reviews and magazines, where his views were looked for with interest by experts, and nearly twenty years ago his "Lochs and Loch-Fishing" was well received. An invalid in the latter

years of his life, he beguiled an enforced leisure by preparing a book that remained incomplete at his death. What there was has been arranged by a loving hand, some papers published serially have been added, and "The Book of the Sea Trout" (Martin Secker) now appears, with an introduction by Mr. R. B. Marston. The title is not quite comprehensive, for there are three chapters on salmon; but, while there are other men who know at least as much about the salmon as Mr. Stuart, there are few who could claim that he had nothing to teach them about sea trout. There are not many experts who can bring their enthusiasms as far as the printed page, and it is because the author was one of the few that his discourse is so fascinating. He set himself to analyse all the problems that surround his favourite sport, and to solve them one after another. He did not fish for the sake of the bag, and he enjoyed Nature in all her moods; the reflection of his happiness and content is seen in every chapter. He did not seek to model his book on any lines save those of his own personal experiences, and, because he approached the "gentle art" with considerable mental qualifications, he has given his brother anglers a book after their own hearts. "The Moods of the Sea Trout," "Some Sea Trout Problems," and "Luck in Salmon Fishing" are, to select at random, three chapters that only a very gifted observer could have written. Only those who have toiled painfully up the sides of the Parnassus of game-fishing—to that third summit whereon one of the family of Poseidon has his Temple—have realised how steep is the ascent, how many and great are the obstacles. Mr. Stuart would appear to have met all or most of them on his ascent, and his experiences are a fruitful lesson to the toilers who may never hope to travel nearly as far as he did. "The Book of the Sea Trout" will find a hearty welcome from all those in whose interests it was written, and will provide an enduring memorial of a greatly gifted fisherman.

**"All the World's Aircraft, 1917."** (Sampson, Low), the annual founded nine years ago by the late Fred T. Jane, and now edited by Mr. C. G. Grey, of the *Aeroplane*, once more makes a big stride onward in the increased usefulness and comprehensiveness of its "matter." In such capable hands as those of the present editor, that,

no doubt, goes without saying. It is packed from cover to cover with information which makes it a real cyclopædia in its scope—in spite of the handicap of war-reticence that, throughout, is conscientiously observed. Many notable new features make their appearance in this year's annual, immensely enhancing its practical value. One is the giving of tables of the world's records, showing the increasing achievements of aeroplanes. In the 1917 issue, also, the Airship Section is divided off from the Aeroplane Section, and has been made more widely informative and historical. It is sufficiently up to date to note the advent of the Gotha bomb-dropping biplane, the appearance of which in the July air-raid on London was so commented on as a new departure. Incidentally, too, as a bit of history, it is recorded that Pégoud was not the first airman to loop the loop. The daring fellow was a Russian officer, who performed the feat some months before Pégoud. For his pains he was court-martialled on the charge of "risking damage to His Imperial Majesty's property," severely censured, and put in close arrest for a month. The Engine Section has been greatly improved and added to. It contains a mine of valuable everyday information. Another feature which should be popular is the addition to the Annual of a "Dictionary of Aircraft Terms," which is extensive, clear, and completely up to date. These are only some of the new features. Space does not allow reference to others, but it may be added that the illustrations have been overhauled *pari passu* with the text, as far as war conditions render possible.

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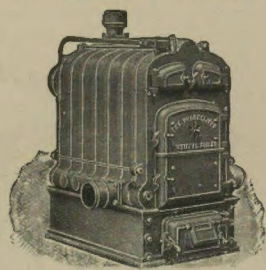
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